

to a great extent the increase of shipping which you describe as phenomenal. We have to walk warily and act cautiously if we have to see that this trade is retained and habits created and, if possible, further developed. These are all large problems to which I am devoting myself unremittingly and time and again I have been posting myself with information which will enable the Government to act as may be best in the interests of Alleppey and Travancore.

You speak of the need for publicity and for the development of your trade to bring before the world what we produce and what we can do. In these directions, the Government have been acting here with whatever material is in their hands and in such directions as it is in their power to act. I am glad to tell you that it is not only Italy and Germany, as you mention, but America also is becoming interested in the trade of Travancore and already there are indications that this has tended to increase our trade and commerce in one or two directions. But to what extent the shipping of Alleppey has grown you will realise from the list of steamship lines which now regularly call at Alleppey. For instance :

British.

- (a) The Ellerman Lines Ltd. (Hall line of the steamers).
- (b) The Ellerman and Bucknall Steamship Co., Ltd.
- (c) Clan Line Steamers Ltd.
- (d) Alfred Holt and Co.

German.

Hansa Line Bremen.

Italian.

- (a) Lloyds Sabands.
- (b) Navigazione Generale Italiana.
- (c) Società Vene Ziana Di Navigazione a Vapore Venetia.

All these lines trade between Alleppey, London and Continental Ports, New York and American Ports, the United Kingdom and American Ports from the Far East to the American ports, Italy to Australia, New Zealand, Calcutta to Italy.

In the matter of coasting trade the following lines of steamers call frequently and regularly at Alleppey :

- (a) British India Steam Navigation Co.
- (b) Asiatic Steam Navigation Co.
- (c) The Scindia Steam Navigation Co., Ltd.
- (d) The Bombay Steamships Ltd.
- (e) The Orient Steamship Co.
- (f) The Persian Gulf Steam Navigation Co. Ltd.
- (g) R. Asaria and Co.
- (h) The Merchant Steam Navigation Co., Ltd.

Whether any further extension is possible depends entirely upon the hinterland to which every port is subservient. If our hinterland develops and further produce is marketable you may be sure the shipping will be developed. Closely related is the question of easy and quick transport to and from the coast. This is one of the main factors upon which the shipping depends. These are all large questions. Whether a committee can render useful help in these directions is a matter which requires consideration. You apparently have studied the question and if you will be good enough to prepare a memorandum indicating the directions in which you consider it should devote its enquiry, I shall be very happy to consider your memorandum as well as your suggestions.

126. Administration of the Police Department.

Mr. R. NARAYANA PILLAI (*Member, Vilavancode taluk*) said that the strength of the police staff of the State remained almost the same as it was thirty years ago. There was no attempt made to raise the number of the staff in accordance with the increasing needs of the country. In regard to the Vilavancode taluk the number had in fact been reduced from 35 at the time of Mr. Bensley to 27 at the

present time. This was quite insufficient for the requirements of the taluk. The strength of the police staff allotted to each taluk should therefore be raised, and the Vilavancode taluk should be given at least 13 more men.

Secondly, the member dealt with the prevalence of corruption in the Police Department. In this connection he narrated an anecdote about a police constable who when his core was taken away by the Commissioner of Police, told the Commissioner that he was not at all anxious either to retain his core or to get his pay, but only wanted permission to wear his Khaki. That was the type of constables the department possessed. In order to put down corruption in the department, the pay of constables and head constables should be raised. Uniforms of inferior officers should be supplied annually instead of biennially as at present, and two uniforms should be given at a time. Only S. S. L. C. holders should be appointed as constables. Graduates, at least persons who had passed the Intermediate examination, should be appointed as head constables. Non-graduate head constables should never be promoted as acting Inspectors. So far as Inspectors were concerned, men of good character and high education qualification, preferably graduates in law, should be appointed in those places. Fresh graduates from the University should not be appointed as Inspectors.

In regard to the circuits of District Superintendents and of the Police Commissioner, the member said that these officers should meet the people in each taluk and ascertain their needs and difficulties personally.

Officers should also be transferred from place to place once in three years.

Inferior officers who were employed at Trivandrum should be given a local allowance in addition to their pay. Particularly, the traffic police should be given some allowance. In addition to this, their hours of duty should be reduced to two hours a day each and they should be given some kind of foot-wear, preferably boots.

Turning to motor traffic, the member said that while speaking on this subject he could anticipate a counter-question in reply. He could expect being asked how many offences he had himself reported to the Police; and probably he would be reproved for not having done that as many times as he saw offences committed. A similar question was put to another member last year. But no good would come out of any complaints unless some drastic changes were made in the relevant regulations and rules. For example, only educated men of good antecedents should be given licenses for driving motor vehicles. Applicants for licenses should also be required to deposit securities. On conviction for irregular driving the licenses should be cancelled and the security forfeited to Government. Another check that was necessary was in regard to agents employed by bus owners for canvassing passengers. These were a source of great nuisance. The employment of agents should be prohibited on the penalty of cancellation of licenses. More than one vehicle should not also be allowed to leave a station at the same time. The speed-limit of motor vehicles should be raised. Light buses and eight-seaters should be allowed to run at a speed of not more than 20 miles an hour and heavy buses at a speed of not more than 16 miles an hour. At least five more Traffic Inspectors should be appointed. They should be on circuit constantly and in night-time as well as day-time. There should be an officer not inferior in rank to a D. S. P. to control the work of Traffic Inspectors. No passenger should be allowed to be in a motor vehicle without a ticket. Whenever a vehicle was found to be over-loaded, it should be held up at once; and a statement should be taken in evidence of the over-load from two respectable passengers in the vehicle. To prevent over-loading, conductors of vehicles should be required to take out licenses and to deposit securities. It should be insisted that all motor vehicles should always carry good speedometers, at least one can of petrol, two spare tubes, good lights and two sound brakes.

The member next suggested that boat traffic might be put under the control of the Police Department. In this connection he criticised the proposal to institute a license system for bullock-carts.

He also referred to the pitiable plight of under-trial prisoners in the matter of feeding etc., and urged for the improvement of their condition.

In conclusion he proposed that Edakode and the neighbouring pakuthies in the Vilavancode taluk might be put under the jurisdiction of the Kuzhithurai police station.

DEWAN'S REPLY: Mr. Narayana Pillai, early in your representation you presented us with a very amusing little story of a constable who was on the point of removal from the service and who had a conversation with the Commissioner of Police; and the conversation which he had with the Commissioner of Police, which you detailed with so much faithful detail, ran somewhat as follows:

"Police Commissioner Sahib, you need not give me any pay, you need not retain me in service, but provide me with a uniform and I shall provide for myself happily."

I am afraid it is like Walter Savage Landor's conversation imaginary. However, since you made the statement in the open Assembly and therefore, with every appearance of verisimilitude, I asked the Commissioner whether his memory recalled any such conversation. He says no.

MEMBER: It was during Mr. Bensley's time.

DEWAN: If you go back forty or fifty years I need say no more. If you pass any opinion you must base it upon present day conditions. The police have made great strides forward during the interval.

You refer to the fact that every policeman in the force is literate and suggest that it is not enough that police constables should be able to read and write but that they should pass an examination. To my mind the fact of being able to read and write is sufficient. If a police constable is able to read and write, why an examination is necessary passes my understanding. They have to pass departmental examinations relating to the law they have to apply and the procedure they have to adopt. You want head constables to be graduates and Inspectors of Police not only to be graduates, but Bachelors of Law as well. This is a counsel of perfection—if perfection it is. But I have very great doubt if you will find B. A's ready to enter into the ranks of head constables. Possibly you will find a shortage in a very brief while.

You refer to under-trial prisoners. Your subject is police constables and under-trial prisoners have got nothing to do with the police.

You talk of irregularities by bus drivers and bus conductors and so on, and you profess surprise that I should have said at a previous Assembly that I consider it a duty on the part of the general public to assist the police in this matter. Every citizen of the State is by law bound to aid in the prevention of crime. Similarly I expect it is the duty of every citizen [to report at once any breach of the law and regulations in respect of motor traffic. If the public shirk its duty, it has to stand the consequences. I may say that as a citizen of the State myself, I have never failed to report to the Commissioner of Police or the nearest constable or Inspector, irregularities when I see them on the road. If every citizen of the State did likewise, I am sure we shall have no difficulty in preventing the wrong doings of bus drivers and conductors. You also speak of the attempts the bus owners make on the travelling public at the standing places to secure them for their own buses. This arises out of keen competition between bus-owners. The Commissioner of Police quite recently had a conference with the principal bus-owners in the State and he hopes to come to an understanding by which all these unseemly squabbles will be stopped.

As regards your general charge of deterioration, it is easy to speak in general terms. But may I remind you that one or two facts may help in correcting these evils more than vague accusations. If you notice any irregularities will you be so good as to bring them to the notice of the Commissioner of Police? A careful enquiry will be made and the culprit will be brought to book if he is found guilty.